

**Amendments to the Specification:**

Please insert the following two paragraphs at page 4, line 24:

--Figure 8 shows a schematic representation of an arrangement of supply lines in a star network topology, according to an example embodiment of the present invention.

Figure 9 shows a schematic representation of a connection of a section of a supply line at two of its ends to a metal plate (vehicle body), according to an example embodiment of the present invention.--.

Please amend the paragraph beginning at page 4, line 26, with the following amended paragraph:

--Figure 1 shows a cross-sectional view through the coaxial arrangement according to the present invention of seven litz wires having the same cross-sectional area of  $2.5 \text{ mm}^2$  each, six outer litz wires 4 being arranged around one central or guide litz wire 2. Dimension d is 1.78 mm, and dimension D is 6.8 mm. When this arrangement is used in a supply line structure to supply energy to the electrical components of an automotive vehicle and to transmit information between at least some of these electrical components, outer litz wires 4 are connected to a positive potential, and central litz wire 2 is connected to a negative potential. The six outer litz wires 4 are able to be individually protected at a central fuse box - for example in the engine compartment. The other end of this supply line according to the invention may be connected to a distributor box at a different central point in the automotive vehicle, for example beneath the rear seat. This central point then forms a star point in the supply line structure. For example, Figure 8 shows the star point 801 formed by the central point in a star topology 800 that includes the supply lines 10a-n interconnecting the star point 801 to the other electrical components 803a-n.--.

Please amend the paragraph beginning at page 5, line 10, with the following amended paragraph:

--In particular when high currents are being conducted, the problem of the feedback of the direct-current components arises. As indicated initially, it proves to be advantageous, particularly for high currents, to feed back the direct-current components through the vehicle body. For this purpose, both ends of central or guide litz wire 2 of the arrangement according to the invention are also connected to the vehicle body, ~~which is not shown~~ as shown in Figure 9, which provides a schematic representation of the connection of a section of a supply

line 10 at two of its ends to a metal plate 12 representing the vehicle body. However, this causes in-phase currents to be present across the vehicle body. This effect is counteracted - as also described initially - by using an annular core containing or made of ferritic material. Such an annular core 8 is shown in Figure 3a, one outer litz wire 4 that conducts a current  $I_1$ , as well as central litz wire 2 that conducts a current  $I_2$  being represented schematically at the same time. Annular core 8 is simply slid over the coaxial arrangement of litz wires 2, 4, so that this coaxial arrangement, or the section of the given supply line that is configured in accordance with the invention, extends through annular core 8.--.